

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

74

Prince George County
City of Hopewell

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
10		0.42	18000	G	From:	Chesterfield County Line				F	0.088	N	0.521	20000	G	2002
	94%				0%	2%	1%	3%	0%							
	To:				WCL Hopewell											
City of Hopewell																
10	Randolph Rd	0.12	18000	F	From:	WCL Hopewell				F	0.081	F	0.509	20000	F	2002
	94%				0%	2%	1%	3%	0%							
	To:				North 6th Ave											
10	Randolph Rd	0.40	11000	F	From:	Main St				F	0.087	F	0.556	12000	F	2002
	94%				0%	2%	1%	3%	0%							
	To:				Winston Churchill Dr											
10	Randolph Rd	0.74	11000	F	From:	ECL Hopewell				F	0.082	F	0.605	12000	F	2002
	94%				0%	2%	1%	3%	0%							
	To:				ECL Hopewell											
Prince George County																
10		1.17	9600	F	From:	ECL Hopewell				F	0.094	F	0.650	11000	F	2002
	94%				0%	2%	1%	3%	0%							
	To:				W SR 156											
10		0.73	10000	F	From:	E SR 156				C	0.091	F	0.594	10000	F	2002
	93%				1%	1%	1%	4%	0%							
	To:				74-641											
10		2.71	4900	F	From:	74-609 Garysville				F	0.095	F	0.557	4900	F	2002
	93%				1%	1%	1%	4%	0%							
	To:				74-1201											
10		2.07	3500	F	From:	Surry County Line				F	0.096	F	0.543	3500	F	2002
	93%				1%	1%	1%	4%	0%							
	To:				Sussex County Line											
10		5.93	2800	F	From:	I-95				C	0.092	F	0.51	2800	F	2002
	90%				1%	1%	1%	7%	0%							
	To:				US 301											
10		2.00	2300	F	From:	74-605				F	0.095	F	0.600	2300	F	2002
	90%				1%	1%	1%	7%	0%							
	To:															
Prince George County																
35		4.05	2300	F	From:	ECL Petersburg				C	0.085	F	0.598	2300	F	2002
	82%				1%	1%	1%	14%	0%							
	To:				Hill Dr; Ft Lee Main Gate											
35		0.27	920	F	From:	WCL Hopewell				F	0.084	F	0.504	15000	F	2002
	82%				1%	1%	1%	14%	0%							
	To:															
35		0.45	NA		From:						NA		NA			
	82%				1%	1%	1%	14%	0%							
	To:															
City of Hopewell																
36	Oaklawn Blvd	0.76	16000	F	From:	SR 36 Par				F	0.087	F	0.514	16000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:				WCL Hopewell											
36	Oaklawn Blvd	1.45	15000	F	From:	SR 36 Par, Woodlawn St; Kenwood Ave				C	0.084	F	0.504	15000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:															
City of Hopewell																
36	Oaklawn Blvd	0.52	30000	F	From:	Miles Ave				F	0.085	F	0.522	30000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:				SR 156 High Ave											
36	Oaklawn Blvd	0.65	30000	F	From:	SR 156; Arlington Rd				F	0.083	F	0.527	30000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:															
36	Oaklawn Blvd	0.43	11000	F	From:					F	0.079	F	0.572	11000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:															
Combined Traffic:																
36	Winston Churchill Dr	0.60	22000	F	From:					F	0.078	F	0.572	0	F	
	97%				0%	1%	0%	1%	0%							
	To:															
36	Winston Churchill Dr	0.39	14000	F	From:					F	0.083	F	0.548	22000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:															
36	Winston Churchill Dr	0.25	14000	F	From:					F	0.083	F	0.657	14000	F	2002
	97%				0%	1%	0%	1%	0%							
	To:															

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Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Henric																
36	Arlington Rd	0.12	2200	F	From:	SR 156 Winston Churchill Dr				F	0.088	F	0.505	2200	F	2002
					To:	15th Ave										
36	15th Ave	0.77	6300	F	From:	Arlington Rd				C	0.095	F	0.573	6700	F	2002
					To:	City Point Rd										
36	15th Ave	0.22	2700	F	From:	Broadway St				F	0.094	F	0.505	2800	F	2002
					To:	15th Ave										
36	Broadway St	0.44	8100	F	From:	6th Ave				F	0.090	F	0.661	8600	F	2002
					To:	Broadway St										
36	6th Ave	0.31	10000	F	From:	SR 10 Randolph Rd				F	0.085	F	0.637	11000	F	2002
					To:											
36	Woodlawn St	0.61	12000	F	From:	SR 36 Oaklawn Blvd				C	0.079	F		13000	F	2002
					Combined Traffic:	24000	F	97%	0%							
36	Woodlawn St	0.35	9500	F	From:	Surry Ave				C	0.091	F		10000	F	2002
					Combined Traffic:	21000	F	97%	0%							
					To:	SR 36 Oaklawn Blvd; Kenwood Ave										
Prince George County																
North 95		2.41	14000	F	From:	Sussex County Line				F	0.069	F		12000	F	2002
					Combined Traffic:	29000	F	80%	1%							
North 95		3.73	15000	F	From:	74-623 Carson				F	0.068	F		13000	F	2002
					Combined Traffic:	34000	F	80%	1%							
North 95		5.54	20000	B	From:	US 301, SR 35, SR 156				B	0.139	A		17000	B	2002
					Combined Traffic:	40000	B	80%	1%							
North 95		0.11	16000	F	From:	US 301				F	0.083	F		14000	F	2002
					Combined Traffic:	40000	F	80%	1%							
North 95		0.96	12000	F	From:	I-295				F	0.069	F		10000	F	2002
					Combined Traffic:	27000	F	80%	1%							
					To:	Rives Rd										
City of Petersburg																
North 95		1.15	13000	F	From:	Rives Rd				F	0.082	F		11000	F	2002
					Combined Traffic:	29000	F	80%	1%							
North 95		2.79	19000	F	From:	Wagner Rd				F	0.082	F		17000	F	2002
					Combined Traffic:	43000	F	80%	1%							
North 95		0.50	19000	N	From:	US 460 West St				N	0.082	N		17000	N	2002
					Combined Traffic:	45000	N	80%	1%							
					To:	I-85										
Prince George County																
South 95		2.91	15000	F	From:	Sussex County Line				F	0.076	F		15000	F	2002
					Combined Traffic:	29000	F	80%	1%							
					To:	74-623 Carson										

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Prince George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Prince George County																	
South 95				From:	74-623 Carson												
	3.42	20000	F	80%	1%	2%	0%	16%	0%	F	0.077	F		17000	F	2002	
	Combined Traffic:	34000	F	80%	1%	2%	0%	17%	0%	F	NA			30000	F		
South 95				To:	US 301, SR 35, SR 156												
	5.45	20000	A	80%	1%	2%	0%	16%	0%	A	0.13	A		17000	A	2002	
	Combined Traffic:	40000	B	80%	1%	2%	0%	17%	0%	B	NA			35000	B		
South 95				To:	US 301												
	0.58	24000	F	80%	1%	2%	0%	16%	0%	F	0.078	F		21000	F	2002	
	Combined Traffic:	40000	F	80%	1%	2%	0%	17%	0%	F	NA			35000	F		
South 95				To:	I-295												
	0.42	16000	F	80%	1%	2%	0%	16%	0%	F	0.08	F		14000	F	2002	
	Combined Traffic:	27000	F	80%	1%	2%	0%	17%	0%	F	NA			24000	F		
				To:	SCL Petersburg												
City of Petersburg																	
South 95				From:	SCL Petersburg												
	0.34	16000	F	80%	1%	2%	0%	16%	0%	F	0.08	F		14000	F	2002	
	Combined Traffic:	27000	F	80%	1%	2%	0%	17%	0%	F	NA			24000	F		
South 95				To:	Rives Rd												
	1.22	16000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		14000	F	2002	
	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	NA			26000	F		
South 95				To:	Wagner Rd												
	2.29	23000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		20000	F	2002	
	Combined Traffic:	43000	F	80%	1%	2%	0%	17%	0%	F	NA			37000	F		
South 95				To:	US 460; US 301 Crater Rd; County Rd												
	0.53	NA		80%	1%	2%	0%	16%	0%	F	0.082	N		NA		2002	
	Combined Traffic:	NA		80%	1%	2%	0%	17%	0%	N	0.082	N		NA			
				To:	I-85												
Prince George County																	
106	Courthouse Rd	2.39	8300	F	From:	ECL Petersburg											
				95%	2%	1%	1%	2%	0%	F	0.096	F	0.53	8800	F	2002	
106	Courthouse Rd	0.42	9800	F	To:	74-634 Allin Rd											
				95%	2%	1%	1%	2%	0%	C	0.103	F	0.521	10000	F	2002	
106	Courthouse Rd	0.44	9200	F	To:	74-1510											
				95%	2%	1%	1%	2%	0%	F	0.096	F	0.526	9700	F	2002	
106	Courthouse Rd	1.50	5800	F	To:	74-616 Laurel Spring Rd											
				95%	2%	1%	1%	2%	0%	F	0.091	F	0.699	6200	F	2002	
106 Bypas 156		1.09	5600	F	To:	BYP SR 156 Ruffin Rd											
				85%	1%	1%	1%	13%	0%	F	0.087	F	0.53	5900	F	2002	
106 Bypas 156		3.47	3500	F	To:	74-609											
				85%	1%	1%	1%	13%	0%	C	0.091	F	0.516	3800	F	2002	
106 10		0.73	10000	F	To:	RT 156 BUS & RT 10											
				93%	1%	1%	1%	4%	0%	C	0.091	F	0.594	10000	F	2002	
106 156		2.69	3900	F	To:	RT 10 & RT 156											
				89%	1%	1%	2%	8%	0%	C	0.093	F	0.532	3900	F	2002	
				To:	Charles City County Line												
144		2.58	28000	A	From:	SR 36											
				97%	0%	1%	1%	1%	0%	A	0.102	A	0.548	28000	A	2002	
				To:	Chesterfield County Line												
156		0.17	1900	F	From:	SR 35											
				90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	F	2002	
				To:	US 301												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
156	4.09	1600	F	From:	US 301				C	0.11	F	0.696	1600	F	2002	
				To:	74-626											
156	3.07	2300	F	From:	US 460 West of Disputanta				F	0.103	F	0.714	2300	F	2002	
				To:	SR 106-156 By Pass											
156	5.73	4500	F	From:	SR 106-156 By Pass				C	0.132	F	0.631	4500	F	2002	
				To:	74- 674											
156	0.62	6400	F	From:	74-674				C	0.097	F	0.552	6800	F	2002	
				To:	74-674											
156	2.51	7000	F	From:	SCL Hopewell				F	0.093	F	0.559	7400	F	2002	
				To:												
City of Hopewell																
156	Arlington Rd	0.56	9500	F	From:	SCL Hopewell				F	0.083	F	0.551	10000	F	2002
					To:	Berry Street										
156	High Ave	0.38	6500	F	From:	Winston Churchill Rd				C	0.092	F	0.680	6900	F	2002
					To:	S RT 36										
156	36 Winston Churchill	0.25	14000	F	From:	N RT 36				F	0.083	F	0.657	14000	F	2002
					To:	Arlington Rd										
156	Winston Churchill Rd	0.55	17000	F	From:	South 6Th Ave				F	0.082	F	0.547	17000	F	2002
					To:	Randolph Rd										
156	Winston Churchill Dr	0.80	8200	F	From:	S RT 10				F	0.084	F	0.541	8200	F	2002
					To:	ECL Hopewell										
156	10 Randolph Rd	1.26	9500	F	From:	ECL Hopewell				F	0.085	F	0.628	10000	F	2002
					To:											
Prince George County																
156	10	1.17	9600	F	From:	W SR 156				F	0.094	F	0.650	11000	F	2002
					To:	N SR 10										
156	10	0.73	10000	F	From:	Charles City County Line				C	0.091	F	0.594	10000	F	2002
					To:	SR 106 & 156										
156	Bypas	1.09	5600	F	From:	74-609				F	0.087	F	0.53	5900	F	2002
					To:	SR 10-156 East of Hopewell										
156	Bypas	3.47	3500	F	From:					C	0.091	F	0.516	3800	F	2002
					To:											
City of Hopewell																
East 295	3.30	18000	G	From:	NCL Hopewell				F	0.079	F		17000	G	2002	
				To:	SCL Hopewell											
Combined Traffic:		34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G	
Prince George County																
East 295	0.15	18000	G	From:	SCL Hopewell				F	0.079	F		17000	G	2002	
				To:	SCL Hopewell											
Combined Traffic:		34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G	
East 295	6.39	11000	F	From:	SR 36				F	0.084	F		10000	F	2002	
				To:	US 460											
Combined Traffic:		20000	F	72%	1%	2%	1%	24%	0%	F	0.078	F	0.581	19000	F	

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Prince George County																	
East 295				From:	US 460												
	3.03	8600	A	72%	1%	2%	1%	24%	0%	A	0.133	A		7900	A	2002	
	Combined Traffic:	18000	A	72%	1%	2%	1%	24%	0%	A	0.119	A	0.642	16000	A		
				To:	I-95												
City of Hopewell																	
West 295				From:	NCL Hopewell												
	3.30	15000	G	72%	1%	2%	1%	24%	0%	F	0.094	F		14000	G	2002	
	Combined Traffic:	34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G		
				To:	SCL Hopewell												
Prince George County																	
West 295				From:	SCL Hopewell												
	0.61	15000	G	72%	1%	2%	1%	24%	0%	F	0.094	F		14000	G	2002	
	Combined Traffic:	34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G		
				To:	SR 36												
West 295				From:	SR 36												
	6.77	9200	F	72%	1%	2%	1%	24%	0%	F	0.073	F		8600	F	2002	
	Combined Traffic:	20000	F	72%	1%	2%	1%	24%	0%	F	NA			19000	F		
				To:	US 460												
West 295				From:	US 460												
	2.32	9000	A	72%	1%	2%	1%	24%	0%	A	0.13	A		8500	A	2002	
	Combined Traffic:	18000	A	72%	1%	2%	1%	24%	0%	A	NA			16000	A		
				To:	I-95												
301	Crater Rd	2.69	900	F	85%	2%	1%	7%	5%	0%	C	0.089	F	0.598	900	F	2002
				To:	74-604; 74-623 Rowanty Rd												
	301	Crater Rd	3.86	1300	F	85%	2%	1%	7%	5%	0%	F	0.087	F	0.640	1400	F
301 35				To:	SR 35 Courtland Rd												
		0.27	920	F	82%	1%	1%	1%	14%	0%	F	0.116	F	0.533	930	F	2002
				To:	I-95												
301 156				From:	RT 156 & RT 35												
		0.17	1900	F	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	F	2002
				To:	SR 156 Prince George Dr												
301	Crater Rd	4.42	2100	F	96%	1%	1%	1%	1%	0%	C	0.103	F	0.706	2100	F	2002
				To:	I-95												
	301	Crater Rd	2.07	6400	F	99%	0%	0%	0%	0%	C	0.1	F	0.673	6400	F	2002
				To:	SCL Petersburg												
460	County Dr	0.40	13000	F	87%	1%	2%	1%	9%	0%	F	0.082	F	0.572	13000	F	2002
				To:	I-295												
	460	County Dr	0.74	15000	N	79%	1%	3%	2%	16%	N	0.076	N	0.515	14000	N	2002
				To:	74-629												
460	County Dr	3.07	15000	F	79%	1%	3%	2%	16%	0%	F	0.076	F	0.515	14000	F	2002
				To:	74												
	460	County Dr	6.20	16000	F	79%	1%	3%	2%	16%	0%	F	0.077	F	0.536	15000	F
				To:	SR 156 Prince George Dr												
				To:	Sussex County Line												
600				From:	74-611												
	1.77	260	R								NA			NA		08/14/2002	
				To:	Surry County Line												
601				From:	US 460; 74-624												
	0.80	100	R								NA			NA		08/14/2002	
				To:	74-613												
601				From:	74-613												
	3.06	140	R								NA			NA		08/14/2002	
				To:	Surry County Line												
602				From:	74-653												
	0.43	110	R								NA			NA		08/14/2002	
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
603	1.29	1300	R	From:	ECL Petersburg						NA			NA		1993
				To:	SR 106											
604	2.34	480	F	93%	1%	1%	2%	3%	0%	F	0.089	F	0.637	480	F	2002
				To:	26-703; Din CL SOUTH					C	0.090	F	0.617	1400	F	2002
604	0.16	1400	F	93%	1%	1%	2%	3%	0%							
				To:	US 301; 74-623											
605	1.40	480	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	74-621											
605	0.20	680	R	From:							NA			NA		08/16/2002
				To:	SR 35; 74-622											
605	0.81	200	R	From:							NA			NA		08/16/2002
				To:	Service Road I-95											
606	0.50	290	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	74-622											
607	2.35	290	R	From:	Dinwiddie County Line						NA			NA		08/16/2002
				To:	FR-122											
607	0.35	1300	R	From:							NA			NA		08/16/2002
				To:	74-608											
608	2.55	1100	R	From:	US 301						NA			NA		08/16/2002
				To:	74-622											
608	0.81	970	F	97%	1%	1%	0%	1%	0%	C	0.094	F	0.67	980	F	2002
				To:	Dinwiddie County Line											
Dinwiddie Countv																
608	0.31	970	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.67	980	N	2002
				To:	SR 345; 26-677											
608	1.00	1900	F	99%	1%	0%	0%	0%	0%	C	0.141	F	0.658	2100	F	2002
				To:	SCL Petersburg											
Prince George County																
609	1.34	2400	F	95%	2%	1%	0%	1%	0%	C	0.094	F	0.591	2400	F	2002
				To:	74-636											
609	2.57	1500	F	95%	2%	1%	0%	1%	0%	F	0.094	F	0.662	1500	F	2002
				To:	74-635											
609	1.86	960	F	95%	2%	1%	0%	1%	0%	F	0.098	F	0.691	970	F	2002
				To:	SR 10											
610	2.00	190	R	From:	SR 10						NA			NA		08/14/2002
				To:	74-611											
611	0.48	48	R	From:	Dead End						NA			NA		08/14/2002
				To:	74-625											
611	2.00	140	R	From:							NA			NA		08/14/2002
				To:	74-612											
611	1.70	160	R	From:							NA			NA		08/14/2002
				To:	74-658											
611	2.92	160	R	From:							NA			NA		08/14/2002
				To:	74-1201											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
611	2.10	160	F	From:	74-1201					C	0.081	F	0.533	160	F	2002
				To:	74-610											
611	3.27	170	R	From:						NA			NA		08/14/2002	
				To:	Dead End											
612	0.90	150	R	From:	74-611					NA			NA		08/14/2002	
				To:	74-616											
613	1.50	140	R	From:	Sussex County Line					NA			NA		08/14/2002	
				To:	74-601											
613	1.80	340	R	From:						NA			NA		08/14/2002	
				To:	74-625											
614	1.90	260	R	From:	SR 10 WEST					NA			NA		08/14/2002	
				To:	74-615											
614	3.20	100	R	From:						NA			NA		08/14/2002	
				To:	SR 10 EAST											
615	0.40	10	R	From:	74-614					NA			NA		08/14/2002	
				To:	Dead End											
616	1.96	4000	F	From:	SR 106; 74-724					C	0.163	F	0.594	4000	F	2002
				To:	SR 156 NORTH											
616	2.50	1500	F	From:	SR 156 SOUTH					F	0.103	F	0.652	1500	F	2002
				To:	74-618											
616	4.13	880	F	From:	74-618					C	0.108	F	0.656	880	F	2002
				To:	74-625											
616	3.77	390	F	From:	74-625					F	0.09	F	0.658	400	F	2002
				To:	SR 10											
617	0.90	60	R	From:	74-618					NA			NA		08/14/2002	
				To:	Dead End											
618	2.37	340	R	From:	74-627					NA			NA		08/14/2002	
				To:	74-630 WEST											
618	0.10	320	R	From:	74-630 EAST					NA			NA		08/14/2002	
				To:	US 460											
618	1.20	200	R	From:						NA			NA		08/14/2002	
				To:	74-629											
618	2.76	190	R	From:						NA			NA		08/14/2002	
				To:	74-632											
618	0.94	210	R	From:						NA			NA		08/14/2002	
				To:	74-635											
618	0.50	270	R	From:						NA			NA		08/14/2002	
				To:	74-616											
619	2.10	100	R	From:	74-625					NA			NA		1993	
				To:	74-627											
620	1.00	90	R	From:	74-638					NA			NA		1999	
				To:	1.00 ME 74-638											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
620	1.90	80	R	From:	1.00 ME 74-638						NA			NA		1993
				To:	74-627											
621	2.28	210	R	From:	74-604						NA			NA		1993
				To:	74-605											
622	1.50	430	R	From:	SR 35; 74-605						NA			NA		1993
				To:	74-606											
622	0.30	320	R	From:							NA			NA		1993
				To:	74-607 EAST											
622	2.70	380	R	From:	74-607 WEST						NA			NA		1993
				To:	74-608											
623	0.30	230	F	From:	Sussex County Line					F	0.099	F	0.5	230	F	2002
				To:	74-667											
623	2.42	330	F	From:	94% 3% 0% 1% 2% 0%					C	0.093	F	0.531	330	F	2002
				To:	74-670											
623	0.55	700	F	From:	94% 3% 0% 1% 2% 0%					F	0.101	F	0.608	700	F	2002
				To:	US 301; 74-604											
624	1.00	100	R	From:	Sussex County Line						NA			NA		08/14/2002
				To:	US 460; 74-601											
625	0.96	760	G	From:	Sussex County Line						NA			760	G	2002
				To:	74-619											
625	2.68	910	G	From:							NA			910	G	2002
				To:	74-630											
625	0.09	1100	F	From:							0.110	F	0.625	1100	F	2002
				To:	US 460 EAST											
625	0.51	700	F	From:	US 460 WEST					C	0.106	F	0.684	700	F	2002
				To:	74-613											
625	4.17	310	F	From:	95% 2% 1% 0% 2% 0%					F	0.097	F	0.652	320	F	2002
				To:	74-611											
625	1.48	310	F	From:	95% 2% 1% 0% 2% 0%					F	0.124	F	0.771	310	F	2002
				To:	74-616											
625	2.98	400	F	From:	95% 2% 1% 0% 2% 0%					F	0.092	F	0.636	400	F	2002
				To:	SR 10											
626	3.00	680	R	From:	47-627						NA			NA		08/16/2002
				To:	SR 156											
626	1.60	930	F	From:	97% 3% 0% 0% 0% 0%					F	0.112	F	0.599	930	F	2002
				To:	1.60 M FRM SR 156											
626	1.00	1100	F	From:	97% 3% 0% 0% 0% 0%					C	0.096	F	0.698	1100	F	2002
				To:	74-649											
626	0.80	3000	F	From:	97% 3% 0% 0% 0% 0%					F	0.107	F	0.641	3200	F	2002
				To:	US 301											
627	2.43	400	F	From:	Sussex County Line					F	0.091	F	0.605	400	F	2002
				To:	74-662											
627	1.15	470	F	From:	93% 4% 1% 0% 2% 0%					C	0.108	F	0.597	470	F	2002
				To:	74-619											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(627)	4.30	540	F	From:	74-619				F	0.113	F	0.504	540	F	2002	
				To:	74-630											
(628)	1.36	240	R	From:	74-608				NA			NA		09/24/2002		
				To:	1.36 M FRM 74- 608											
(628)	0.80	250	R	From:	1.36 M FRM 74-608				NA			NA		09/24/2002		
				To:	74-629											
(629)	2.28	1100	F	From:	SCL Petersburg				F	0.108	F	0.601	1200	F	2002	
				To:	US 301; Gap Termin											
(629)	1.55	4600	F	From:	ECL Petersburg				C	0.100	F	0.512	4900	F	2002	
				To:	74-630 WEST											
(629)	0.04	5100	F	From:	74-630 WEST				F	0.099	F	0.564	5400	F	2002	
				To:	74-630 EAST											
(629)	0.11	2500	F	From:	74-630 WEST				F	0.098	F	0.571	2500	F	2002	
				To:	US 460											
(629)	2.82	1100	F	From:	SR 156				C	0.110	F	0.588	1100	F	2002	
				To:	74-635											
(629)	1.15	750	R	From:	74-618				NA			NA		08/14/2002		
				To:	74-618											
(630)	0.21	530	R	From:	74-625				NA			NA		08/16/2002		
				To:	74-618 EAST											
(630)	0.04	800	R	From:	74-618 WEST				NA			NA		08/16/2002		
				To:	74-627											
(630)	0.70	1400	F	From:	SR 156				C	0.097	F	0.507	1500	F	2002	
				To:	74-649											
(630)	2.10	1600	F	From:	74-629 SOUTH				F	0.118	F	0.738	1600	F	2002	
				To:	74-629 NORTH											
(630)	0.90	3400	F	From:	US 460				C	0.104	F	0.566	3600	F	2002	
				To:	SR 106											
(630)	0.08	2900	F	From:	74-634				NA			NA		08/16/2002		
				To:	74-646											
(630)	2.11	1600	F	From:	SCL Hopewell				C	0.113	F	0.59	1700	F	2002	
				To:	74-604											
(630)	1.03	3000	R	From:	74-675				NA			NA		08/16/2002		
				To:	74-671											
(631)	0.44	170	R	From:	74-671				F	0.097	F	0.552	13000	F	2002	
				To:	74-671											
(631)	0.35	210	R	From:	74-671				NA			NA		08/16/2002		
				To:	74-671											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(631)	1.83	150	R	From:	74-671						NA			NA		08/16/2002
				To:	74-638											
(632)	0.17	110	R	From:	74-618						NA			NA		08/16/2002
				To:	Dead End											
(634)	0.51	4600	F	96%	3%	1%	1%	0%	0%	C	0.099	F	0.575	4900	F	2002
				To:	SR 106											
(635)	2.35	190	R	From:	74-629						NA			NA		08/14/2002
				To:	74-695											
(635)	3.75	270	R	From:							NA			NA		08/14/2002
(635)	1.10	610	R	To:	74-665						NA			NA		08/14/2002
				From:												
(635)	2.20	520	R	To:	74-609						NA			NA		08/14/2002
				To:	SR 10											
(636)	2.10	250	R	From:	74-635						NA			NA		08/14/2002
				To:	74-686											
(636)	0.80	780	R	To:	74-609						NA			NA		08/14/2002
				From:	Sussex County Line											
(637)	0.70	180	R	To:	SR 35						NA			NA		08/16/2002
				From:	Sussex County Line											
(638)	0.88	150	F	95%	2%	1%	1%	1%	0%	F	0.124	F	0.513	150	F	2002
(638)	2.60	500	F	To:	74-650					C	0.129	F	0.6	500	F	2002
				From:												
(638)	2.50	410	F	To:	SR 35					C	0.119	F	0.569	410	F	2002
				From:	96%											
(638)	0.27	1100	F	To:	74-662					F	0.114	F	0.694	1100	F	2002
				To:	SR 156											
(639)	2.00	180	R	From:	SR 10						NA			NA		08/14/2002
				To:	74-640											
(639)	1.66	130	R	To:							NA			NA		08/14/2002
				To:	Dead End											
(640)	1.00	30	R	From:	74-639						NA			NA		08/14/2002
				To:	Dead End											
(641)	1.36	1300	R	From:	SR 156						NA			NA		08/14/2002
				To:	74-646											
(641)	1.44	940	F	From:						0.116	F	0.529	940	F	2002	
(641)	3.00	190	R	To:	SR 10 NORTH						NA			NA		08/28/2002
				To:	SR 10 SOUTH											
(642)	0.53	2800	R	From:	SR 10						NA			NA		08/14/2002
				To:	74-1413											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(642)	0.07	680	R	From	74-1413					NA			NA		1999	
				To	74-1412											
(642)	0.06	610	R	From	74-1412					NA			NA		1999	
				To	74-1411											
(642)	0.12	540	R	From	74-1411					NA			NA		1999	
				To	74-1404 WEST											
(642)	0.07	500	R	From	74-1405 WEST					NA			NA		1999	
				To	74-1405 EAST											
(642)	0.07	430	R	From	74-1405 EAST					NA			NA		1999	
				To	74-707											
(642)	0.08	250	R	From	74-707					NA			NA		1999	
				To	74-706											
(643)	0.09	20	R	From	Dead End					NA			NA		08/28/2002	
				To	74-647											
(644)	0.80	70	R	From	SR 10; SR 156 Bypass					NA			NA		09/24/2002	
				To	Dead End											
(645)	0.78	4500	F	From	NCL Petersburg				F	0.088	F	0.512	4800	F	2002	
				To	74-684				F		F					
(645)	1.19	1600	F	From	74-684				F	0.113	F	0.507	1700	F	2002	
				To	74-725				C		F					
(645)	1.11	5500	F	From	74-725				C	0.1	F	0.615	5900	F	2002	
				To	74-694				F		F					
(645)	2.15	5100	F	From	74-694				F	0.101	F	0.634	5500	F	2002	
				To	2.15 M FRM 74-694				F		F					
(645)	0.19	4700	F	From	SCL Hopewell				F	0.101	F	0.564	5000	F	2002	
				To	74-630				C		F					
(646)	2.17	6800	F	From	74-630				C	0.102	F	0.649	7200	F	2002	
				To	SR 156 SOUTH				F		F					
(646)	2.72	1300	F	From	SR 156 NORTH				F	0.101	F	0.581	1400	F	2002	
				To	SR 156 Bypass				C		F					
(646)	0.81	730	F	From	SR 156 Bypass				C	0.113	F	0.542	730	F	2002	
				To	74-708				F		F					
(646)	0.79	840	F	From	74-708				F	0.093	F	0.737	850	F	2002	
				To	74-641 EAST											
(646)	2.40	310	R	From	74-641 WEST					NA			NA		09/24/2002	
				To	74-609											
(647)	0.46	360	R	From	74-1159					NA			NA		1999	
				To	74-1200											
(647)	0.09	580	R	From	74-1200					NA			NA		1999	
				To	74-643											
(647)	0.44	600	R	From	74-643					NA			NA		1999	
				To	74-646											
(648)	0.11	70	R	From	Dead End					NA			NA		1999	
				To	74-652											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(648)	0.11	150	R	From	74-652						NA			NA		1999
(648)	0.31	420	R	To	74-651						NA			NA		1999
				From	US 301											
(649)	0.33	2100	F	To	74-626					F	0.115	F	0.587	2200	F	2002
(649)	0.36	1600	F	From	74-1003					F	0.119	F	0.528	1700	F	2002
(649)	0.46	1700	F	To	74-1004					F	0.119	F	0.529	1800	F	2002
(649)	0.30	1700	F	From	74-661					F	0.112	F	0.629	1800	F	2002
(649)	0.95	2200	F	To	74-1010					C	0.115	F	0.644	2300	F	2002
				From	74-630											
(650)	3.50	90	R	To	74-623						NA			NA		08/16/2002
				From	74-638											
(651)	0.17	140	R	To	Dead End						NA			NA		1999
				From	74-648											
(652)	0.04	20	R	To	Dead End						NA			NA		1999
				From	74-648											
(653)	6.37	120	R	To	74-611						NA			NA		08/14/2002
(653)	0.80	190	R	From	74-602						NA			NA		08/14/2002
				To	74-611											
(655)	1.00	180	R	From	74-646						NA			NA		1993
				To	Dead End											
(656)	1.50	20	R	From	74-614						NA			NA		08/14/2002
				To	Dead End											
(657)	0.11	3000	R	From	Dead End						NA			NA		1993
				To	US 460											
(658)	1.30	100	R	From	74-611						NA			NA		08/14/2002
				To	74-616											
(659)	0.89	30	R	From	Sussex County Line						NA			NA		08/16/2002
(659)	1.01	200	R	To	0.89 MN Sussex County Line						NA			NA		08/16/2002
				From	74-619											
(661)	0.69	320	R	To	Dead End						NA			NA		08/16/2002
(661)	0.29	490	R	From	74-1031						NA			NA		08/16/2002
(661)	0.10	700	R	To	74-1034						NA			NA		08/16/2002
				From	74-649											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
662	3.35	260	R	From	74-638					NA	NA	08/16/2002				
				To	74-627											
663	0.07	140	R	From	74-669					NA	NA	1999				
				To	74-616											
664	0.26	110	R	From	74-646					NA	NA	1999				
				To	Dead End											
665	0.87	190	R	From	74-635					NA	NA	1999				
				To	Dead End											
666	2.20	160	R	From	74-616					NA	NA	08/16/2002				
				To	74-635											
667	1.53	110	R	From	74-623					NA	NA	08/16/2002				
				To	US 301											
668	0.32	270	R	From	SR 35					NA	NA	08/16/2002				
				To	US 301; SR 156											
669	0.05	110	R	From	Dead End					NA	NA	1999				
				To	74-663											
670	0.23	70	R	From	FR-294					NA	NA	1999				
				To	74-676											
670	0.03	130	R	From	74-676					NA	NA	1999				
				To	74-623											
671	0.20	70	R	From	FR-295					NA	NA	1999				
				To	74-631											
672	0.17	3	R	From	Dead End					NA	NA	1999				
				To	74-667											
673	0.06	320	R	From	74-604					NA	NA	1999				
				To	US 301											
674	0.91	1300	R	From	SR 156 SOUTH					NA	NA	1999				
				To	SR 156 NORTH											
675	0.11	250	R	From	74-631					NA	NA	1999				
				To	US 301											
676	0.21	60	R	From	74-670					NA	NA	1999				
				To	Dead End											
677	0.24	NA		From	74-00622(B)/					NA	NA					
				To	Cul-de-Sac/											
684	0.53	1000	R	From	Dead End					NA	NA	1999				
				To	74-645											
685	0.53	210	R	From	Dead End					NA	NA	09/23/2002				
				To	74-645											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(686)	1.31	130	R	From	Dead End						NA			NA		08/14/2002
				To	74-636											
(693)	1.45	170	R	From	74-641						NA			NA		08/14/2002
				To	Dead End											
(694)	0.34	480	R	From	74-645						NA			NA		1999
				To	74-697											
(694)	0.06	30	R	From	34-697						NA			NA		1999
				To	Dead End											
(695)	1.40	160	R	From	74-618						NA			NA		08/14/2002
				To	74-635											
(696)	0.47	130	R	From	74-605						NA			NA		08/16/2002
				To	FR-122											
(697)	0.11	80	R	From	Cul-de-Sac						NA			NA		1999
				To	74-694											
(698)	0.21	220	R	From	74-699						NA			NA		09/23/2002
				To	74-694											
(699)	0.20	220	R	From	Dead End						NA			NA		09/23/2002
				To	74-698											
(699)	0.03	10	R	From	74-698						NA			NA		09/23/2002
				To	Cul-de-Sac											
(703)	0.45	60	R	From	Dead End						NA			NA		1999
				To	74-618											
(706)	0.04	6	R	From	0.04 MS 74-642						NA			NA		08/14/2002
				To	74-642											
(706)	0.30	260	R	From	74-642						NA			NA		08/14/2002
				To	Dead End											
(707)	0.10	230	R	From	74-642						NA			NA		1999
				To	0.10 MN 74-642											
(707)	0.06	300	R	From	74-642						NA			NA		1993
				To	74-1419											
(707)	0.12	60	R	From	74-1419						NA			NA		08/14/2002
				To	Cul-de-Sac											
(708)	0.60	140	R	From	74-646						NA			NA		09/23/2002
				To	Dead End											
(709)	0.03	330	R	From	SR 106						NA			NA		1999
				To	Begin Loop											
(709)	0.04	160	R	From	74-712; 74-724						NA			NA		1999
				To	End Loop											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
710	1.58	530	R	From	SR 156						NA			NA		09/23/2002
				To	74-609											
711	0.94	580	R	From	US 301						NA			NA		08/16/2002
				To	SR 156											
712	0.08	820	R	From	SR 106						NA			NA		1999
				To	74-709; 74-724											
719	0.23	110	R	From	74-618						NA			NA		08/16/2002
				To	74-625											
720	0.22	130	R	From	US 301						NA			NA		1999
				To	74-1602											
720	0.18	40	R	From							NA			NA		1999
				To	Dead End											
721	0.42	500	R	From	74-630						NA			NA		08/28/2002
				To	Dead End											
723	0.16	430	R	From	74-646						NA			NA		08/28/2002
				To	SR 156											
724	0.17	660	R	From	SR 106; 74-616						NA			NA		1999
				To	74-709; 74-712											
725	0.85	2900	R	From	SR 36						NA			NA		09/23/2002
				To	74-645											
726	0.18	150	R	From	Dead End						NA			NA		09/23/2002
				To	SR 106											
770	0.45	150	R	From	Dinwiddie County Line						NA			NA		1999
				To	74-622											
1001	0.09	80	R	From	Dead End						NA			NA		1999
				To	74-649											
1002	0.09	70	R	From	Dead End						NA			NA		1999
				To	74-649											
1003	0.08	250	R	From	74-649						NA			NA		1999
				To	74-1005											
1003	0.16	250	R	From							NA			NA		08/16/2002
				To	74-1004											
1004	0.06	49	R	From	Dead End						NA			NA		1999
				To	74-1003											
1004	0.13	210	R	From							NA			NA		1999
				To	74-649											
1005	0.07	320	R	From	74-626						NA			NA		08/16/2002
				To	74-1007											
1005	0.07	240	R	From							NA			NA		08/16/2002
				To	74-1006											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1005	0.26	220	R	From	74-1006					NA			NA		08/16/2002	
				To	74-1003											
1006	0.08	60	R	From	74-1005					NA			NA		08/16/2002	
				To	Cul-de-Sac											
1007	0.04	40	R	From	74-1005					NA			NA		08/16/2002	
				To	Cul-de-Sac											
1010	0.19	530	R	From	74-649					NA			NA		1999	
				To	74-1011											
1010	0.08	80	R	From						NA			NA		1999	
				To	Dead End											
1011	0.07	340	R	From	74-1010					NA			NA		08/16/2002	
				To	74-1012											
1011	0.12	120	R	From						NA			NA		08/16/2002	
				To	Dead End											
1012	0.08	50	R	From	Cul-de-Sac					NA			NA		08/16/2002	
				To	74-1011											
1012	0.12	150	R	From						NA			NA		08/16/2002	
				To	Dead End											
1014	0.03	20	R	From	Dead End					NA			NA		1999	
				To	74-1015											
1014	0.07	200	R	From						NA			NA		1999	
				To	74-649											
1015	0.07	80	R	From	Cul-de-Sac					NA			NA		1999	
				To	74-1014											
1015	0.09	90	R	From						NA			NA		1999	
				To	Cul-de-Sac											
1018	0.08	170	R	From	74-1027					NA			NA		08/16/2002	
				To	74-1020											
1019	0.08	200	R	From	74-1020					NA			NA		08/16/2002	
				To	74-1027											
1020	0.15	140	R	From	Dead End					NA			NA		08/16/2002	
				To	74-1019											
1020	0.10	130	R	From						NA			NA		08/16/2002	
				To	74-1018											
1021	0.06	48	R	From	Dead End					NA			NA		1999	
				To	74-1022											
1021	0.08	180	R	From						NA			NA		1999	
				To	US 301											
1022	0.04	30	R	From	Dead End					NA			NA		1999	
				To	74-1023											
1022	0.25	90	R	From						NA			NA		1999	
				To	74-1021											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1022	0.04	10	R	From	74-1021						NA			NA		1999
				To	Dead End											
1023	0.08	60	R	From	74-1022						NA			NA		1999
				To	US 301											
1024	0.11	700	R	From	74-1025						NA			NA		1999
				To	US 301											
1025	0.04	10	R	From	Dead End						NA			NA		1999
				To	74-1027											
1025	0.09	570	R	From							NA			NA		1999
				To	74-1026											
1025	0.05	770	R	From							NA			NA		1999
				To	74-1024											
1026	0.17	180	R	From	74-1028						NA			NA		1999
				To	74-1025											
1027	0.19	150	R	From	Dead End						NA			NA		08/16/2002
				To	74-1019											
1027	0.10	190	R	From							NA			NA		08/16/2002
				To	74-1018											
1027	0.12	490	R	From							NA			NA		1999
				To	74-1028											
1027	0.13	540	R	From							NA			NA		1999
				To	74-1025											
1028	0.07	60	R	From	74-1027						NA			NA		1999
				To	74-1026											
1028	0.05	20	R	From							NA			NA		1999
				To	Dead End											
1030	0.06	520	R	From	74-649						NA			NA		1999
				To	74-1031											
1030	0.08	230	R	From							NA			NA		1999
				To	74-1032											
1030	0.09	160	R	From							NA			NA		1999
				To	74-1033											
1030	0.06	40	R	From							NA			NA		1999
				To	Cul-de-Sac											
1031	0.26	80	R	From	74-661						NA			NA		08/16/2002
				To	74-1034											
1031	0.23	40	R	From							NA			NA		1999
				To	74-1030											
1032	0.22	70	R	From	74-1034						NA			NA		1999
				To	74-1030											
1033	0.21	60	R	From	74-1034						NA			NA		1999
				To	74-1030											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1034)	0.07	400	R	From		74-661					NA			NA		1999
(1034)	0.08	250	R	To		74-1031					NA			NA		1999
(1034)	0.09	180	R	From		74-1032					NA			NA		1999
(1034)	0.14	80	R	To		74-1033					NA			NA		1999
				From		Cul-de-Sac										
(1035)	0.14	170	R	To		Cul-de-Sac					NA			NA		1999
				From		74-661										
(1037)	0.10	80	R	To		74-1035					NA			NA		1999
				From		Cul-de-Sac										
(1040)	0.33	600	R	To		74-649					NA			NA		08/16/2002
				From		Dead End										
(1041)	0.07	40	R	To		74-1040					NA			NA		08/16/2002
				From		Cul-de-Sac										
(1042)	0.09	60	R	To		74-1040					NA			NA		08/16/2002
				From		Cul-de-Sac										
(1045)	0.77	NA		To		74-00646(B)/					NA			NA		
				From		Cul-de-Sac/										
(1046)	0.54	NA		To		74-01045(B)/					NA			NA		
				From		Cul-de-Sac/										
(1047)	0.06	NA		To		74-01045(B)/					NA			NA		
				From		Cul-de-Sac/										
(1048)	0.14	NA		To		74-01046(B)/					NA			NA		
				From		Cul-de-Sac/										
(1070)	0.80	NA		To		74-00619(B)/					NA			NA		
				From		Dead End/										
(1101)	0.19	30	R	To		Dead End					NA			NA		09/23/2002
				From		US 460										
(1102)	0.35	90	R	To		74-629					NA			NA		1999
				From		Dead End										
(1105)	0.50	120	R	To		74-641					NA			NA		1999
(1105)	0.05	90	R	From		74-1106					NA			NA		1999
(1105)	0.56	200	R	To		74-1107					NA			NA		1999
				From		SR 156 Bypass										
(1106)	0.18	100	R	To		74-1105					NA			NA		1999
				From		Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1107)	0.13	10	R	From	74-1105						NA			NA		1999
				To	Cul-de-Sac											
(1111)	0.08	320	R	From	ECL Petersburg						NA			NA		1999
				To	74-1113											
(1112)	0.27	150	R	From	ECL Petersburg						NA			NA		1999
				To	74-1113											
(1113)	0.20	80	R	From	NCL Petersburg						NA			NA		1999
				To	74-1111											
(1113)	0.37	150	R	From	74-1111						NA			NA		1999
				To	74-1112											
(1113)	0.08	220	R	From	74-1112						NA			NA		1999
				To	74-603											
(1115)	0.05	60	R	From	Cul-de-Sac						NA			NA		1999
				To	74-1116											
(1115)	0.08	180	R	From	74-1116						NA			NA		1999
				To	SR 106											
(1116)	0.08	70	R	From	74-1115						NA			NA		1999
				To	Cul-de-Sac											
(1120)	0.29	120	R	From	Cul-de-Sac						NA			NA		1999
				To	74-604											
(1125)	0.89	320	R	From	SR 156 Bypass						NA			NA		1999
				To	74-1127											
(1126)	0.39	100	R	From	Cul-de-Sac						NA			NA		09/23/2002
				To	Cul-de-Sac											
(1127)	0.18	30	R	From	74-1125						NA			NA		09/23/2002
				To	Cul-de-Sac											
(1130)	0.26	150	R	From	74-1131						NA			NA		08/16/2002
				To	74-622											
(1131)	0.14	40	R	From	Cul-de-Sac						NA			NA		08/16/2002
				To	74-1130											
(1131)	0.08	110	R	From	74-1130						NA			NA		08/16/2002
				To	74-1132											
(1132)	0.13	40	R	From	74-1131						NA			NA		08/16/2002
				To	Cul-de-Sac											
(1140)	0.37	310	R	From	74-608						NA			NA		08/16/2002
				To	74-1141											
(1140)	0.13	80	R	From	74-1141						NA			NA		08/16/2002
				To	74-1142											
(1141)	0.11	100	R	From	74-1140						NA			NA		08/16/2002
				To	74-1142											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1142)	0.08	20	R	From	Dead End						NA			NA		08/16/2002
(1142)	0.08	46	R	To	74-1141						NA			NA		08/16/2002
(1142)	0.02	20	R	From	74-1140						NA			NA		08/16/2002
(1142)	0.02	20	R	To	Cul-de-Sac						NA			NA		08/16/2002
(1143)	0.18	80	R	From	74-1140						NA			NA		1999
(1143)	0.18	80	R	To	74-608						NA			NA		1999
(1150)	0.19	NA		From	Cul-de-Sac						NA			NA		
(1150)	0.19	450	R	To	74-1158						NA			NA		1999
(1150)	0.08	510	R	From	74-1157						NA			NA		1999
(1150)	0.08	760	R	To	74-1156						NA			NA		1999
(1150)	0.07	1000	R	From	74-1155						NA			NA		1999
(1150)	0.07	1100	R	To	74-1154						NA			NA		1999
(1150)	0.10	1300	R	From	74-1153						NA			NA		1999
(1150)	0.04	1400	R	To	74-1152						NA			NA		1999
(1150)	0.20	1600	R	From	74-1151						NA			NA		1999
(1150)	0.20	1600	R	To	SR 156						NA			NA		1999
(1151)	0.11	110	R	From	74-1150						NA			NA		1999
(1151)	0.11	110	R	To	Cul-de-Sac						NA			NA		1999
(1152)	0.05	60	R	From	Cul-de-Sac						NA			NA		1999
(1152)	0.05	60	R	To	74-1150						NA			NA		1999
(1153)	0.06	80	R	From	Cul-de-Sac						NA			NA		1999
(1153)	0.06	80	R	To	74-1150						NA			NA		1999
(1154)	0.06	70	R	From	Cul-de-Sac						NA			NA		1999
(1154)	0.06	70	R	To	74-1150						NA			NA		1999
(1155)	0.19	140	R	From	Dead End						NA			NA		1999
(1155)	0.19	140	R	To	74-1150						NA			NA		1999
(1156)	0.08	50	R	From	74-1150						NA			NA		08/28/2002
(1156)	0.08	50	R	To	Dead End						NA			NA		08/28/2002
(1157)	0.32	170	R	From	Dead End						NA			NA		1999
(1157)	0.32	170	R	To	74-1150						NA			NA		1999
(1158)	0.07	46	R	From	Dead End						NA			NA		1999
(1158)	0.07	46	R	To	74-1150						NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1159) Haley Rd	0.17	NA				From: 74-647					NA			NA		
						To: 74-1150										
(1170)	0.59	100	R			From: 74-603 SOUTH					NA			NA	09/24/2002	
						To: 74-603										
(1171)	0.15	40	R			From: 74-1170					NA			NA	09/24/2002	
						To: Dead End										
(1172)	0.05	20	R			From: 74-1170					NA			NA	09/24/2002	
						To: Dead End										
(1173)	0.04	10	R			From: Dead End					NA			NA	09/24/2002	
						To: 74-1170										
(1174)	0.04	10	R			From: Dead End					NA			NA	09/24/2002	
						To: 74-1170										
(1175)	0.13	30	R			From: 74-1170					NA			NA	09/24/2002	
						To: Dead End										
(1176)	0.09	20	R			From: 74-1175					NA			NA	09/24/2002	
						To: Dead End										
(1177)	0.03	6	R			From: Dead End					NA			NA	09/24/2002	
						To: 74-1176										
(1178)	0.08	10	R			From: Dead End					NA			NA	09/24/2002	
						To: 74-1175										
(1200)	0.55	210	R			From: Dead End					NA			NA	1999	
						To: 74-647										
(1201)	0.20	310	F	90%	3%	1%	0%	5%	0%	C	0.088	F	0.7	310	F	2002
(1205)	0.13	270	R			From: 74-630					NA			NA	1999	
						To: Dead End										
(1206)	0.23	200	R			From: Dead End					NA			NA	1999	
						To: 74-630										
(1210)	0.23	150	R			From: SR 10					NA			NA	1999	
						To: Dead End										
(1220)	0.43	340	R			From: SR 156 SOUTH					NA			NA	08/14/2002	
						To: 74-1221										
(1220)	0.66	210	R			From: 74-1221					NA			NA	08/14/2002	
						To: SR 156 NORTH										
(1221)	0.04	20	R			From: Dead End					NA			NA	08/14/2002	
						To: 74-1220										
(1222)	0.11	20	R			From: Cul-de-Sac					NA			NA	08/14/2002	
						To: 74-1220; 74-1223										

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1223)	0.08	20	R	From:	74-1220; 74-1222						NA			NA		08/14/2002
				To:	Cul-de-Sac											
(1224)	0.08	30	R	From:	Cul-de-Sac						NA			NA		08/14/2002
				To:	74-1220											
(1230)	0.21	300	R	From:	74-721						NA			NA		08/28/2002
				To:	74-1231											
(1231)	0.22	120	R	From:	Cul-de-Sac						NA			NA		08/28/2002
				To:	Cul-de-Sac											
(1301)	0.08	790	R	From:	SR 156						NA			NA		1999
				To:	74-1303											
(1301)	0.07	400	R	From:	74-1303						NA			NA		1999
				To:	74-1305											
(1301)	0.05	320	R	From:	74-1305						NA			NA		1999
				To:	74-1302											
(1302)	0.07	50	R	From:	Dead End						NA			NA		1999
				To:	74-1301											
(1302)	0.07	230	R	From:	74-1301						NA			NA		1999
				To:	74-1306											
(1302)	0.06	170	R	From:	74-1306						NA			NA		1999
				To:	74-1308											
(1302)	0.08	120	R	From:	74-1308						NA			NA		1999
				To:	74-1309											
(1302)	0.03	30	R	From:	74-1309						NA			NA		1999
				To:	Dead End											
(1303)	0.06	280	R	From:	74-1301						NA			NA		1999
				To:	74-1306											
(1303)	0.06	190	R	From:	74-1306						NA			NA		1999
				To:	74-1308											
(1303)	0.08	90	R	From:	74-1308						NA			NA		1999
				To:	Dead End											
(1304)	0.06	20	R	From:	74-1308						NA			NA		1999
				To:	Dead End											
(1305)	0.11	60	R	From:	Dead End						NA			NA		1999
				To:	74-1301											
(1306)	0.11	80	R	From:	74-1303						NA			NA		1999
				To:	74-1302											
(1307)	0.04	4	R	From:	Dead End						NA			NA		1999
				To:	74-1313											
(1307)	0.04	370	R	From:	74-1313						NA			NA		1999
				To:	74-1319											
(1307)	0.10	360	R	From:	74-1319						NA			NA		1999
				To:	74-1315											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1307)	0.08	360	R	From:	74-1315						NA			NA		1999
				To:	74-1325											
(1308)	0.06	90	R	From:	74-1303						NA			NA		1999
				To:	74-1304											
(1308)	0.05	80	R	From:	74-1304						NA			NA		1999
(1308)	0.04	20	R	To:	74-1302						NA			NA		1999
				To:	Dead End											
(1309)	0.04	30	R	From:	74-1302						NA			NA		1999
				To:	Dead End											
(1310)	0.05	20	R	From:	74-1325						NA			NA		1999
				To:	Cul-de-Sac											
(1311)	0.05	40	R	From:	74-1324						NA			NA		1999
				To:	Cul-de-Sac											
(1312)	0.21	830	R	From:	74-1324						NA			NA		1999
				To:	74-1332											
(1313)	0.10	140	R	From:	74-1323						NA			NA		1999
				To:	74-1322											
(1313)	0.08	370	R	From:	74-1322						NA			NA		1999
(1313)	0.17	280	R	From:	74-1307						NA			NA		09/24/2002
(1313)	0.05	30	R	To:	74-1315						NA			NA		09/24/2002
				To:	Dead End											
(1314)	0.05	70	R	From:	74-1324						NA			NA		1999
				To:	Cul-de-Sac											
(1315)	0.05	170	R	From:	74-1307						NA			NA		09/24/2002
				To:	74-1313											
(1316)	0.08	240	R	From:	74-1324						NA			NA		1999
				To:	74-1317											
(1316)	0.09	180	R	From:	74-1317						NA			NA		1999
(1316)	0.06	150	R	To:	74-1331						NA			NA		1999
				To:	74-1332											
(1317)	0.07	110	R	From:	74-1316						NA			NA		1999
				To:	74-1342											
(1318)	0.14	40	R	From:	74-1325						NA			NA		1999
				To:	74-1343											
(1318)	0.14	200	R	To:	74-1342						NA			NA		1999
				From:	74-1323											
(1319)	0.10	230	R	To:	74-1320						NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1319)	0.02	290	R	From	74-1320						NA			NA		1999
(1319)	0.08	130	R	To	74-1322						NA			NA		1999
				From	74-1307											
(1320)	0.04	570	R	From	74-1319						NA			NA		1999
(1320)	0.07	210	R	To	74-1321						NA			NA		1999
(1320)	0.36	220	R	To	Begin Loop						NA			NA		1999
				From	End Loop											
(1321)	0.52	230	R	From	Dead End						NA			NA		1999
(1321)	0.10	170	R	To	74-1323						NA			NA		1999
				From	74-1320											
(1322)	0.06	49	R	From	Dead End						NA			NA		1999
(1322)	0.05	240	R	To	74-1313						NA			NA		1999
				From	74-1319											
(1323)	0.05	900	R	From	74-630						NA			NA		1999
(1323)	0.05	610	R	To	74-1313						NA			NA		1999
(1323)	0.05	220	R	To	74-1319						NA			NA		1999
				From	74-1321											
(1324)	0.08	1900	R	From	74-1325						NA			NA		1999
(1324)	0.06	1900	R	To	74-1311						NA			NA		1999
(1324)	0.06	1600	R	To	74-1312						NA			NA		1999
(1324)	0.06	1400	R	From	74-1314						NA			NA		1999
(1324)	0.09	1300	R	To	74-1316						NA			NA		1999
				From	74-1342											
(1325)	0.37	420	R	From	Cul-de-Sac						NA			NA		1999
(1325)	0.06	480	R	To	74-1318						NA			NA		1999
(1325)	0.06	360	R	To	74-1324						NA			NA		1999
(1325)	0.18	360	R	From	74-1310						NA			NA		1999
				To	74-1307											
(1326)	0.16	1300	R	From	SR 156						NA			NA		1999
(1326)	0.06	970	R	From	74-1327						NA			NA		1999
				To	74-1328											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1326)	0.08	820	R	From	74-1328						NA			NA		1999
(1326)	0.10	440	R	To	74-1329						NA			NA		1999
(1326)	0.07	250	R	From	74-1330						NA			NA		1999
(1326)	0.17	120	R	To	74-1333						NA			NA		1999
				To	74-1334											
(1327)	0.08	90	R	From	74-1326						NA			NA		1999
				To	74-1336											
(1328)	0.09	120	R	From	74-1326						NA			NA		1999
(1328)	0.09	100	R	To	74-1336						NA			NA		1999
				To	Dead End											
(1329)	0.06	260	R	From	74-1326						NA			NA		1999
(1329)	0.10	190	R	To	74-1334						NA			NA		1999
(1329)	0.05	70	R	To	74-1335						NA			NA		1999
				To	Dead End											
(1330)	0.06	140	R	From	74-1326						NA			NA		1999
(1330)	0.05	130	R	To	74-1334						NA			NA		1999
(1330)	0.07	60	R	To	74-1335						NA			NA		1999
				To	Dead End											
(1331)	0.12	170	R	From	Cul-de-Sac						NA			NA		1999
				To	74-1316											
(1332)	0.15	910	R	From	74-1312						NA			NA		1999
(1332)	0.07	1200	R	To	74-1316						NA			NA		1999
				To	Old Iron Rd											
(1333)	0.06	110	R	From	74-1326						NA			NA		1999
(1333)	0.07	80	R	To	74-1334						NA			NA		1999
				To	Dead End											
(1334)	0.10	140	R	From	74-1329						NA			NA		1999
(1334)	0.07	80	R	From	74-1330						NA			NA		1999
(1334)	0.06	60	R	To	74-1333						NA			NA		1999
				To	74-1326											
(1335)	0.10	80	R	From	74-1329						NA			NA		1999
				To	74-1330											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1336)	0.07	40	R	From:	74-1327						NA			NA		1999
				To:	74-1328											
(1337)	0.31	5300	R	From:	SR 36						NA			NA		1999
				To:	Dead End											
(1338)	0.10	60	R	From:	Cul-de-Sac						NA			NA		1999
				To:	74-1326											
(1342)	0.06	190	R	From:	Cul-de-Sac						NA			NA		09/24/2002
				To:	74-1344											
(1342)	0.07	640	R	From:							NA			NA		1999
(1342)	0.05	750	R	To:	74-1343						NA			NA		1999
				From:												
(1342)	0.08	950	R	To:	74-1318						NA			NA		1999
				From:												
(1342)	0.09	580	R	To:	74-1324						NA			NA		1999
				From:												
(1342)	0.02	510	R	To:	74-1317						NA			NA		1999
				From:												
(1343)	0.15	130	R	To:	SCL Hopewell						NA			NA		1999
				From:												
(1343)	0.15	130	R	From:	74-1342						NA			NA		1999
				To:	74-1318											
(1344)	0.05	100	R	From:	Dead End						NA			NA		09/24/2002
				To:	74-1342											
(1344)	0.06	490	R	From:							NA			NA		1999
(1344)	0.10	390	R	To:	74-1345 WEST						NA			NA		09/24/2002
				From:												
(1344)	0.10	390	R	To:	74-1345 EAST						NA			NA		09/24/2002
				From:												
(1345)	0.03	100	R	From:	Cul-de-Sac						NA			NA		09/24/2002
				To:	74-1346											
(1345)	0.13	260	R	From:							NA			NA		09/24/2002
				To:	74-1344 EAST											
(1345)	0.19	150	R	To:	74-1344 WEST						NA			NA		09/24/2002
				From:												
(1346)	0.07	120	R	From:	74-1345						NA			NA		09/24/2002
				To:	Cul-de-Sac											
(1350)	0.25	560	R	From:	74-674						NA			NA		1999
				To:	74-1352											
(1350)	0.09	100	R	To:							NA			NA		09/24/2002
				From:	Cul-de-Sac											
(1351)	0.14	170	R	From:	74-1350						NA			NA		09/24/2002
				To:	Cul-de-Sac											
(1352)	0.10	110	R	From:	74-1350						NA			NA		09/24/2002
				To:	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1360)	0.08	1200	R	From	74-674						NA			NA		08/28/2002
(1360)	0.08	1000	R	To	74-1361						NA			NA		08/28/2002
(1360)	0.07	440	R	From	74-1362						NA			NA		08/28/2002
(1360)	0.16	290	R	To	74-1363						NA			NA		08/28/2002
(1360)	0.08	90	R	To	74-1364						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1361)	0.06	120	R	From	74-1360						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1362)	0.23	700	R	From	74-1360						NA			NA		08/28/2002
(1362)	0.16	460	R	To	74-1365						NA			NA		08/28/2002
(1362)	0.10	210	R	To	74-1366						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1363)	0.04	60	R	From	74-1360						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1364)	0.04	46	R	From	Cul-de-Sac						NA			NA		08/28/2002
				To	74-1360											
(1365)	0.06	70	R	From	74-1362						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1366)	0.07	110	R	From	Cul-de-Sac						NA			NA		08/28/2002
				To	74-1362											
(1370)	1.01	160	R	From	74-674						NA			NA		08/28/2002
				To	Cul-de-Sac											
(1371)	0.11	40	R	From	74-1370						NA			NA		1999
				To	74-1372											
(1372)	0.04	30	R	From	Cul-de-Sac						NA			NA		1999
(1372)	0.04	9	R	To	74-1371						NA			NA		1999
				To	Cul-de-Sac											
(1373)	0.25	50	R	From	Cul-de-Sac						NA			NA		1999
				To	74-1370											
(1377)	0.15	NA		From	Cul-de-Sac/						NA			NA		
				To	74-01380(B)/											
(1378)	0.10	NA		From	74-01379(B)/						NA			NA		
				To	74-01380(B)/											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1379	0.19	NA				From	74-01377(B)/					NA		NA		
						To	Cul-de-Sac/									
1380	0.39	1200	R			From	74-1386 SOUTH					NA		NA		1999
						To	74-1386 NORTH									
1380	0.57	3100	R			From						NA		NA		1999
						To	74-646									
1381	0.14	850	R			From	74-1380					NA		NA		08/28/2002
						To	74-1383									
1382	0.23	150	R			From	74-1386					NA		NA		08/28/2002
						To	74-1381									
1383	0.12	160	R			From	74-1384					NA		NA		08/28/2002
						To	74-1381									
1384	0.18	200	R			From	74-1382					NA		NA		08/28/2002
						To	Cul-de-Sac									
1385	0.05	40	R			From	74-1382					NA		NA		08/28/2002
						To	Cul-de-Sac									
1386	0.14	340	R			From	74-1393					NA		NA		08/28/2002
						To	74-1380 NORTH									
1386	0.61	150	R			From						NA		NA		1999
						To	Cul-de-Sac									
1387	0.09	60	R			From	Cul-de-Sac					NA		NA		08/28/2002
						To	74-1386									
1388	0.08	50	R			From	Cul-de-Sac					NA		NA		08/28/2002
						To	74-1386									
1389	0.12	70	R			From	Cul-de-Sac					NA		NA		08/28/2002
						To	74-1386									
1390	0.18	140	R			From	Dead End					NA		NA		1999
						To	74-1380									
1391	0.05	640	R			From	Cul-de-Sac					NA		NA		08/28/2002
						To	74-1380									
1392	0.12	880	R			From	74-1380; 74-1394					NA		NA		08/28/2002
						To	Dead End									
1393	0.18	100	R			From	Cul-de-Sac					NA		NA		08/28/2002
						To	Cul-de-Sac									
1394	0.12	70	R			From	Dead End					NA		NA		08/28/2002
						To	74-1380; 74-1392									
1395	0.26	240	R			From	74-1380					NA		NA		08/28/2002
						To	74-1394									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1396)	0.05	20	R	From:	74-1395						NA			NA		08/28/2002
				To:	Dead End											
(1397)	0.05	30	R	From:	74-1395						NA			NA		08/28/2002
				To:	Dead End											
(1398)	0.04	20	R	From:	Dead End						NA			NA		08/28/2002
				To:	74-1395											
(1401)	0.12	40	R	From:	SR 156						NA			NA		1999
				To:	74-1404											
(1401)	0.17	8	R	From:							NA			NA		08/14/2002
				To:	74-1402											
(1402)	0.06	2	R	From:	74-1403						NA			NA		08/14/2002
				To:	74-1401											
(1403)	0.12	2	R	From:	74-1404						NA			NA		08/14/2002
				To:	74-1402											
(1404)	0.08	6	R	From:	74-1401						NA			NA		08/14/2002
				To:	74-1403											
(1405)	0.33	130	R	From:	74-642						NA			NA		1999
				To:	74-642											
(1406)	0.06	1200	R	From:	SR 10						NA			NA		1999
				To:	74-1414											
(1406)	0.07	1200	R	From:							NA			NA		1999
				To:	74-1407											
(1406)	0.12	330	R	From:							NA			NA		1999
				To:	74-1409											
(1406)	0.15	160	R	From:							NA			NA		1999
				To:	74-1425											
(1407)	0.07	650	R	From:	74-1406						NA			NA		1999
				To:	74-1408											
(1407)	0.08	520	R	From:							NA			NA		1999
				To:	74-1410											
(1408)	0.12	90	R	From:	74-1407						NA			NA		1999
				To:	74-1409 WEST											
(1408)	0.11	260	R	From:							NA			NA		1999
				To:	74-1409 EAST											
(1408)	0.04	180	R	From:							NA			NA		1999
				To:	74-1425											
(1408)	0.05	130	R	From:							NA			NA		1999
				To:	74-1426											
(1409)	0.07	230	R	From:	74-1406						NA			NA		1999
				To:	74-1408											
(1409)	0.08	140	R	From:							NA			NA		1999
				To:	74-1410 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1409)	0.29	90	R	From		74-1410 WEST					NA			NA		1999
(1409)	0.08	130	R	To		74-1410 EAST					NA			NA		1999
				From		74-1408										
(1410)	0.03	420	R	From		74-1407					NA			NA		1999
(1410)	0.08	150	R	To		74-1415					NA			NA		1999
(1410)	0.11	170	R	From		74-1409 WEST					NA			NA		1999
				To		74-1409 EAST										
(1411)	0.26	140	R	From		74-1413					NA			NA		1999
				To		74-642										
(1412)	0.18	140	R	From		74-1413					NA			NA		1999
				To		74-642										
(1413)	0.06	910	R	From		74-642					NA			NA		1999
(1413)	0.10	750	R	To		74-1422					NA			NA		1999
(1413)	0.06	710	R	From		74-1412					NA			NA		1999
(1413)	0.12	670	R	To		74-1411					NA			NA		1999
(1413)	0.10	570	R	From		74-1419					NA			NA		1999
(1413)	0.02	480	R	To		74-1421					NA			NA		1999
(1413)	0.09	440	R	From		74-1420					NA			NA		1999
(1413)	0.18	160	R	To		74-1423					NA			NA		1999
				To		74-1424										
(1414)	0.08	70	R	From		74-1406					NA			NA		1999
				To		Dead End										
(1415)	0.12	420	R	From		74-1410					NA			NA		1999
(1415)	0.17	210	R	To		74-1417					NA			NA		1999
(1415)	0.04	20	R	From		74-1418					NA			NA		1999
				To		Dead End										
(1416)	0.17	110	R	From		74-1417					NA			NA		1999
				To		74-1418										
(1417)	0.06	250	R	From		74-1415					NA			NA		1999
(1417)	0.26	150	R	To		74-1416					NA			NA		1999
				To		74-1418										

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1417	0.04	10	R	From	74-1418					NA			NA			1999
				To	Dead End											
1418	0.10	140	R	From	74-1417					NA			NA			1999
				To	74-1416											
1418	0.07	120	R	From	74-1416					NA			NA			1999
				To	74-1415											
1419	0.11	170	R	From	74-1413					NA			NA			1999
				To	74-1420											
1419	0.25	250	R	From	74-1420					NA			NA		08/14/2002	
				To	74-707											
1420	0.08	49	R	From	74-1419					NA			NA			1999
				To	74-1413											
1421	0.05	50	R	From	Cul-de-Sac					NA			NA			1999
				To	74-1413											
1422	0.09	110	R	From	Cul-de-Sac					NA			NA			1999
				To	74-1413											
1423	0.21	240	R	From	74-1413					NA			NA			1999
				To	74-1424											
1424	0.07	80	R	From	74-1423					NA			NA			1999
				To	74-1413											
1424	0.11	70	R	From	74-1413					NA			NA			1999
				To	Cul-de-Sac											
1425	0.08	160	R	From	74-1406					NA			NA			1999
				To	74-1408											
1426	0.20	170	R	From	74-1408					NA			NA		08/14/2002	
				To	Dead End											
1430	0.78	270	R	From	74-646					NA			NA		09/24/2002	
				To	Cul-de-Sac											
1440	0.30	220	R	From	Cul-de-Sac					NA			NA			1999
				To	74-1444											
1440	0.19	370	R	From	74-1444					NA			NA			1999
				To	74-1443											
1440	0.22	640	R	From	74-1443					NA			NA			1999
				To	74-1442											
1440	0.13	570	R	From	74-1442					NA			NA		09/24/2002	
				To	74-1441											
1440	0.13	690	R	From	74-1441					NA			NA		09/24/2002	
				To	SR 156 Bypass											
1441	0.16	170	R	From	Cul-de-Sac					NA			NA		09/24/2002	
				To	74-1440											

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						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
1442	0.10	160	R	From	Cul-de-Sac						NA			NA		09/24/2002
				To	74-1440											
1443	0.04	40	R	From	Cul-de-Sac						NA			NA		1999
				To	74-1444											
1443	0.26	230	R	From							NA			NA		1999
				To	74-1440											
1443	0.09	47	R	From							NA			NA		1999
				To	Cul-de-Sac											
1444	0.26	70	R	From	74-1443; 74-1443						NA			NA		1999
				To	74-1440											
1501	0.10	530	R	From	74-630						NA			NA		1999
				To	74-1504											
1501	0.02	420	R	From							NA			NA		1999
				To	74-1502											
1501	0.07	410	R	From							NA			NA		1999
				To	74-1506											
1501	0.06	280	R	From							NA			NA		1999
				To	74-1505											
1501	0.30	210	R	From							NA			NA		1999
				To	Dead End											
1502	0.04	30	R	From	Dead End						NA			NA		1999
				To	74-1503											
1502	0.04	70	R	From							NA			NA		1999
				To	74-1501											
1503	0.04	40	R	From	Dead End						NA			NA		1999
				To	74-1502											
1504	0.19	110	R	From	74-1501						NA			NA		1999
				To	74-1505											
1504	0.03	20	R	From							NA			NA		1999
				To	Dead End											
1505	0.09	70	R	From	74-1501						NA			NA		1999
				To	74-1504											
1506	0.09	70	R	From	Dead End						NA			NA		1999
				To	74-1501											
1510	0.13	1100	R	From	SR 106						NA			NA		1999
				To	74-1511; 74-1512											
1511	0.17	360	R	From	74-1510; 74-1512						NA			NA		1999
				To	74-1513											
1511	0.13	220	R	From							NA			NA		1999
				To	74-1512											
1511	0.10	100	R	From							NA			NA		1999
				To	Cul-de-Sac											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
(1512)	0.13	440	R	From	74-1510; 74-1511						NA			NA		1999
(1512)	0.29	270	R	To	74-1514						NA			NA		1999
				From	74-1511											
(1513)	0.04	50	R	To	Cul-de-Sac						NA			NA		1999
				From	74-1511											
(1514)	0.09	90	R	To	Cul-de-Sac						NA			NA		1999
				From	74-1512											
(1515)	0.11	1100	R	To	SR 106						NA			NA		09/24/2002
(1515)	0.06	640	R	From	74-1516						NA			NA		09/24/2002
				To	Cul-de-Sac											
(1516)	0.03	300	R	From	74-1515						NA			NA		09/24/2002
				To	Cul-de-Sac											
(1601)	0.21	160	R	From	74-1602						NA			NA		1999
				To	US 301											
(1602)	0.10	40	R	From	74-720						NA			NA		1999
(1602)	0.04	20	R	To	74-1601						NA			NA		1999
				From	Dead End											
(1604)	0.38	560	R	To	US 301						NA			NA		08/16/2002
				From	Cul-de-Sac											
(1605)	0.16	90	R	To	US 301						NA			NA		1999
(1605)	0.32	100	R	From	74-1606						NA			NA		1999
				To	US 301											
(1606)	0.07	30	R	From	74-608						NA			NA		1999
				To	74-1605											
(1701)	0.07	530	R	From	Dead End						NA			NA		1999
(1701)	0.40	720	R	To	74-1702						NA			NA		1999
				From	74-630											
(1702)	0.17	80	R	To	74-1701						NA			NA		1999
				From	Dead End											
(9331)	0.11	50	R	To	SR 10						NA			NA		1999
				From	Dead End											
(9332)	0.33	80	R	To	74-623						NA			NA		1999
(9334)	0.10	150	R	From	Dead End						NA			NA		1999
				To	74-604											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince George County																
9574	0.10	120	R	From	74-616						NA			NA		1999
				To	SR 156											
9679	0.13	230	R	From	SR 156						NA			NA		09/24/2002
				To	SR 156											
City of Hopewell																
1116 Perrymont St	0.34	3300	F	From	Western St					C	0.092	F	0.636	3500	F	2002
				To	Kippax Dr											
2116 Kippax Dr	0.19	3300	F	From	Perrymont St					C	0.093	F	0.560	3500	F	2002
				To	Cedar Level Rd											
3116 Old Iron Rd	0.42	3300	F	From	SCL Hopewell					C	0.089	F	0.563	3500	F	2002
				To	Courthouse Rd											
4116 Jackson Farm Rd	0.61	2100	F	From	Dead End near Pin Oak Dr					C	0.102	F	0.6	2200	F	2002
				To	116-9047 Cedar Level Rd											
5116 Western St	0.05	NA		From	166-6 Barkley St; 116-9076						NA			NA		
				To	116-1 Perrymont St											
6116 Barkely St	0.13	30	F	From	116-9076 Western St					F	0.197	F	0.65	40	F	2002
				To	Woodlawn St											
6116 Woodlawn St	0.39	490	F	From	Barkley St					C	0.104	F	0.579	520	F	2002
				To	116-9047 Cedar Level Rd											
9036116 Danville St	0.03	1400	F	From	South Mesa Dr					F	0.095	F	0.537	1500	F	2002
				To	Miles Ave											
9036116 Miles Ave	0.68	4100	F	From	Danville Street					C	0.087	F	0.513	4300	F	2002
				To	Oakland Blvd											
9036116 Oaklawn Blvd	0.18	10000	F	From	Miles Ave						0.085	F	0.547	11000	F	2002
				To	Short Street											
9036116 Oaklawn Blvd	0.40	NA		From							NA			NA		
				To	SR 36											
9038116 River Rd	1.01	4100	F	From	WCL Hopewell					C	0.102	F	0.624	4300	F	2002
				To	South Mesa Dr											
9040116 City Point Rd	0.75	4600	F	From	North Mesa Dr					C	0.09	F	0.586	4800	F	2002
				To	South 15Th Ave											
9040116 City Point Rd	0.41	6900	F	From						F	0.089	F	0.564	7300	F	2002
				To	South 6Th Ave											
9040116 City Point Rd	0.29	6200	F	From						F	0.095	F	0.540	6600	F	2002
				To	Main St											
9040116 Main St	0.13	3500	F	From	City Point Rd					F	0.108	F	0.515	3700	F	2002
				To	Randolph Rd											
9042116 West Broadway St	0.39	NA		From	Colonial Dr						NA			NA		
				To	116-9047 N Mesa Dr											
9042116 West Broadway St	0.55	7800	F	From	North Mesa Dr					C	0.091	F	0.622	8300	F	2002
				To	North 21St Ave											

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							2Axle	3+Axle	1Trail	2Trail							
City of Henowell																	
9042 116	West Broadway St	0.13	6300	F	From	North 21St Ave					F	0.095	F	0.666	6700	F	2002
					To	North 15Th Ave											
9042 116	West Broadway St	0.36	4600	F	From	North 6Th Ave					F	0.095	F	0.644	4900	F	2002
					To	Randolph Rd											
9042 116	East Broadway St	0.63	1900	F	From	Cedar Ln					F	0.088	F	0.530	2000	F	2002
					To	Ashland Ave											
9043 116	Courthouse Rd	0.95	5900	F	From	Berry St					C	0.088	F	0.502	6200	F	2002
					To	Courthouse Rd											
9043 116	Berry St	0.29	5900	F	From	Arlington Rd					C	0.086	F	0.53	6200	F	2002
					To	High Ave											
9043 116	Arlington Rd	0.12	4300	F	From	Freeman St					F	0.077	F	0.579	4600	F	2002
					To	Winston Churchill Dr											
9043 116	Arlington Rd	0.38	5200	F	From	Winston Churchill Dr					C	0.077	F	0.617	5500	F	2002
					To	Oaklawn Blvd											
9045 116	High Ave	0.09	2600	F	From	116-9043 Courthouse Rd					C	0.089	F	0.542	2700	F	2002
					To	SR 36 Oaklawn Blvd											
9047 116	Ashland St	0.06	NA		From	SR 36-P Woodlawn St					NA			NA			
					To	116-6 Cedar Level Rd Western St											
9047 116	Ashland St	0.10	5200	F	From	Western St					0.098	F	0.684	5500	F	2002	
					To	116-2 Kippax Dr											
9047 116	Ashland St	0.10	8300	G	From	116-4 Jackson Farm Rd					NA			8600	G	2002	
					To	116-4; Cedar Level Rd											
9047 116	Ashland St	0.07	6900	F	From	S Mesa Dr					0.090	F	0.518	7300	F	2002	
					To	Jackson Farm Rd											
9047 116	Cedar Level Rd	0.89	8000	F	From	116-9038 River Rd					0.081	F	0.521	8400	F	2002	
					To	166-9040 City Point Rd											
9047 116	Jackson Farm Rd	0.27	7000	F	From	116-9042 Broadway St					C	0.093	F	0.525	7500	F	2002
					To	Winston Churchill Dr											
9047 116	S Mesa Dr	0.46	6400	F	From	City Point Rd					F	0.088	F	0.552	6700	F	2002
					To	West Broadway St											
9047 116	N Mesa Dr	0.23	11000	F	From	West Broadway St					F	0.090	F	0.610	7100	F	2002
					To	Riverside Ave											
9047 116	N Mesa Dr	0.20	6700	F	From	North 21St Ave					F	0.090	F	0.611	9100	F	2002
					To	Randolph Rd											
9049 116	South 6Th Ave	0.52	10000	F	From	Main St					C	0.086	F	0.578	11000	F	2002
					To	Randolph Rd											
9049 116	North 6Th Ave	0.15	8600	F	From						F	0.082	F	0.611	9100	F	2002
					To												
9051 116	North 21St Ave	0.53	4500	F	From						C	0.085	F	0.576	4800	F	2002
					To												
9051 116	Riverside Ave	0.32	3800	F	From						F	0.093	F	0.647	4000	F	2002
					To												
9074 116	City Point Rd	0.14	3900	F	From						C	0.098	F	0.509	4100	F	2002
					To												

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							2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																	
<div>9076 116</div>	Cousins Ave	0.17	4500	F	From:	SR 36 Oaklawn Blvd					F	0.091	F	0.619	4800	F	2002
					To:	Western St											
<div>9076 116</div>	Western St	0.50	4400	F	From:	Cousins Ave					C	0.092	F	0.609	4700	F	2002
					To:	116-6 Barkey St; 116-5 Western St											
	Atlantic St		800	F	From:	20Th Ave						0.104	F		850	F	2002
					To:	21St Ave											
	Barkley St		30	F	From:	Woodlawn St						0.170	F		40	F	2002
					To:	Western St											
	Broadway St		3100	F	From:	Randolph Rd						0.086	F		3300	F	2002
					To:	Hopewell St											
	Cloverdale Ave		150	F	From:	Arcadia Ave						0.133	F		160	F	2002
					To:	Delrose Dr											
	Courthouse Rd		450	F	From:	Sibyl St						0.08	F		470	F	2002
					To:	Caroline Ave											
	Davidson Ave		70	F	From:	Peterson Mill Rd						0.148	F		80	F	2002
					To:	Glendale St											
	Day St		40	F	From:	20Th Ave						0.272	F		40	F	2002
					To:	16Th Ave											
	Granby St		520	G	From:	Roanoke Ave						NA			540	G	2002
					To:	Sunnyside Ave											
	Jackson St		260	F	From:	21St Ave						0.134	F		270	F	2002
					To:	20Th Ave											
	Marion Ave		360	F	From:	West Broadway St						0.101	F		380	F	2002
					To:	Norton St											
	Prince George Ave		200	F	From:	Day St						0.114	F	0.528	210	F	2002
					To:	West Broadway St											
	Stewart Ave		310	G	From:	Bassett St						NA			320	G	2002
					To:	Jones St											